## PAYMENT OF COMMISSIONS

Important and Difficult Questions Railroads Find Hard to Adjust.

Plan of the Board of Rulings Not Viewe with Favor-Impending Rate War-Large East-Bound Shipments.

The question of paying commissions is one of the most important and difficult to adjust which the railroad companies now have before them. The general passenger agents are much divided over the question. Some think it a useless and expensive method of getting business and will in no manner share in it; others think it right to may commissions on the sale of tickets if some plan can be hit upon through which the paying of upreasonable commissions can be avoided, all roads paying on the same basis, and still others believe in throwing the bars down and letting any road pay what commissions it chooses, as in former years, and as the agents themselves are with this class of general passenger agents, the latter now seem to be in the lead. The plan of the board of rulings to distribute the passenger business jointly, which plan was referred to a special committee, does not meet with favor. It is stated the Vanderbilt and Pennsylvania lines are now sounding the general passenger agents of the more prominent Western roads upon this plan of distributing business, so as to avoid the payment of com-missions. What the result will be is not easy to predict, but it is evident that many more roads are now paying commissions than there were three months ago.

Preparing for World Fair Traffic. The Chicago & Alton Railroad Company has begun the work of improving its roadbed and rolling-stock with a particular view of benefiting its service during the world's fair. The company has decided to expend \$500,000 for these purposes, and an order has just been received by Master Mechanic Quackenbush, of Bloomington, to buy a number of the largest and finest locomotives made. They are to be tenwheelers, and will be both powerful and speedy. The shops in Bloomington will be run to their greatest capacity in manu-facturing engines and coaches. Thirty new passenger coaches are now under way. At all of the crossings interlocking switches, with the latest safety appliances, will be put in. Many of the bridges will be taken down and low-deck iron bridges put in. Nearly all of the smaller bridges are to be relaid with iron floor-beams, and across hundreds of the smaller sloughs the tracks are to be tiled with thirty-six-inch iron pipes to let the water through. The double track between Bloomington and Chicago will be completed not later than June 1

The C., H. & D. Versus President McKeen, The second session of the federal Court of Appeals, in Chicago, will begin to day. One of the most important cases that will come up for hearing is that of the Cincinnati, Hamilton & Dayton Railroad Company against Wm. R. McKeen. This is the suit in which "Napoleon" Ives, the young New York financier, figured largely. The suit against McKeen is to recover \$889,000, which, it is alleged, Ives paid to McKeen for certain railroad stocks. It was charged that Ives took the money out of the rail-road company's treasury to pay for the stock, and that the transaction was therefore void. President McKeen beat the railroad company in the lower court, however, and the case is before the Court of Appeals to determine whether the lower court erred.

East-Bound Shipments from Chicago. East-bound shipments from Chicago by all lines last week reached the unprecedented total of 144,545 tons, an increase of 9,869 tons over the preceding week and 51,-958 tons over the corresponding week of 1801. The shipments of flour, grain and provisions from Chicago to the seaboard by the roads in the Central Traffic Association amounted to 95,018 tons, against 95,974 for the preceding week, a falling off of 956 tons, and against 50,775 tons for the corresponding week last year, an increase of 44,443 tons. The Vanderbilt lines carred 50 per cent. of this traffic, the Pennsylvania lines 25, the Chicago & Grand Trunk 16, and the Baltimore & Ohio 9 per cent.

Probable Rate War. In spite of the efforts to avert trouble it now looks as if a passenger rate war in the Southwest is likely to break out at any time. The Missouri Pacific and the Kansas City, Fort Scott & Memphis roads are each blaming the other for the disturbance, and Chairman Finley is in correspondence with the general passenger agents of both of these roads with a view to restoring peaceful relations between them if possible. The difficulty may affect the direct rates between Kansas City and St. Louis, and the Wabash and the Chicago & Alton be drawn into the

Personal, Local and General Notes. The Evansville roads (Mackey lines) will, on Feb. 1, resume selling mileage books. The Chicago, Peoria & St. Louis shows an increase in earnings in 1891 over those of 1890 of 60 per cent.

Wm. R. McKeen, president of the T. H. & I. (Vandalia line), is confined to the house with a mild attack of grip. The directors of the Evansville & Terre Haute road have declared a two-per-cent, quarterly dividend, payable Jan. 26.

J. C. Riley, who is general agent of the Cincinnati, Hamilton & Dayton at Lima, O., has been in the city for a day or two. The Erie is blocked with grain at its seaboard terminus. The elevators being full. grain is being stored in floats and other

John Wells, assistant to President Barnard, of the Ohio & Mississippi road, will hereafter also perform the duties of purchasing agent. A meeting has been called by Chairman

Midgley for Jan. 13, to consider proposed changes in flour rates from Minneapolis to interior Illinois points. The Louisville, New Albany & Chicago seems to be keeping up with the proces-

sion, earning in the year 1891 \$2,847,731; increase over 1890, \$215,799. No. 20, on the Vandalia, consisting of ter

cars, was hauled yesterday afternoon from Greencastle to the Belt road, thirty-nine miles, in forty-six minutes. J. H. Garaghty, purchasing agent of the Big Four lines, who has been housed for a

couple of weeks at Columbus, O., with a sprained ankle, will return to the city to-President Nettleton, of the Kansas City,

Fort Scott & Memphis road, has appointed J. H. Emmert, who has been his private secretary for many years, the general manager's assistant.

Paymaster Snee, of the Pennsylvania lines west of Pittsburg, disburses monthly among the employes nearly \$400,000, and ne makes his monthly rounds with as much regularity as the sun rises. The officials of the Chicago & Eastern

Illinois road deny emphatically the report that the Mackey system has decided to discharge eighty agents and close up that many agencies in the South. V. T. Malott is in Chicago, looking after matters connected with the promised im-

provements yet to be made on the Chicago & Western Indians road, which work is put under his special supervision. The Lake Erie & Western begins the year with an increase in earnings over a

good week in 1891, earning, in the firs t week in January, \$59,356.35; merease over the corresponding week of 1890, \$9,104. E. F. Oliver, who for twenty-seven years has been treasurer of the Lynn &

Boston road, has been elected first vice-president, and Charles Williams, who has been his chief clerk for ten years, is appointed treasurer of the road. The accommodation trains of the Penn-

sylvania Company now make the same time that the fast express trains did five years ago between Indianapolis and Pittsburg, while the fast trains make the run three nours quicker than formerly.

The Pennsylvania continues in the lead Tribune is veering around to the protec-in the theatrical business carried between tien side of the tariff question

Cincinnati and Chicago and Indianapolis and Chicago. When the Monon or the Cincinnati, Hamilton & Dayton is ahead the cry is raised that they are cutting rates. There are very few railroad corporations,

f any, which have obtained control, either

eighteen months. In that time that com-

pany has secured control of seven roads with over 1,000 miles of main line. Efforts are being made to re-establish the railroad branch of the Young Men's Christian Association at Indianapolis. The secretary of the association has addressed letters to the proper railroad officials asking them to state how much the respective railroad companies will contribute to the support of the branch annually.

Presidents Ingalls, of the Big Four, and Barnard, of the Ohio & Mississippi roads, are in New York to-day to attend the presi-dents' meeting, and President Ingalls will make it the occasion to renew his efforts to gain an entrance for the Cincinnati. Wa-bash & Michigan road into Louisville, Ky., over the Ohio & Mississippi's line.

Horace Tucker, general freight agent of the Illinois Central road, on Saturday last celebrated the thirtieth anniversary of his connection with that company. He began as ticket agent of the company in Chicago, Jan. 9, 1862; a year latter he went into the treasurer's office; Jan 1, 1885, he was appointed general freight agent of the road, and to-day he is the oldest general freight agent of any road in Chicago's list.

This morning a number of railroad officials will go to Lafayette to witness the opening of the engineering laboratory at Purdue. Among the number are Frank Darlington of the Pennsylvania lines, R. B. F. Peirce and L. D. Boyd, of the Indian-apolis, Decatur& Western road, and George Bender, of the Big Four. The mechanical editor of the Railway Review was in the city yesterday and will to-day accompany the party to Purdue.

A brakeman on the Delaware & Hudson road, while jumping on his train a few days ago, was thrown to the track by a defective hand rail, and both of his legs were cut off. The company settled with him last week by paying all the expenses connected with the amputation of the limbs, providing him with two artificial legs, paid him \$1,200 in cash, and a monthly pension of \$65 a month so long as he lives. Some light duty will probably be given him to perform when he recovers from the shock.

Lyman Burke, an engineer on the Pennsylvania lines (J., M. & I.), has invented a water conductor, to carry water from the tank to the engine, whichthe Pennsylvania well pleased with that it will be adopted. Only one engine on the J., M. & I. has yet been equipped with it, but it performed with great efficiency. The conductor is made of iron instead of leather or rubber. On this pipe there are two joints so constructed that they do not leak, no matter in what position it is desired to place the connection.

Bostonians are considerably disturbed that Austin Corbin is to remove the gen eral offices of the New York & New England road to New York. They have been located in Boston since the road was opened for business. Mr. Corbin on Saturday last made his first appointments since elected president of the N. Y. & N. E. road. E. R. Reynolds, who is assistant to the president of the Long Island road, is appointed to the same position on the N. Y. & N. E. road, and C. M. Jacobs has been appointed consulting engineer of the N. Y. & N. E. road.

Chairman Midgley, in a circular letter to the members of the Western Freight Association, called their attention to the fact that the rate on alcohol, highwines and cologne spirits from Chicago and Milwaukee to St. Paul is 30 cents per 100 pounds, while from St. Paul to Chicago and Milwaukee it is only 15 cents. Complaint has been made that this is a discrimination against the distillers of Chicago and Milwaukee, and the chairman suggests that a meeting of the interested lines be held Jan. 19 to consider a proposition to reduce the north-bound rate.

The Ohio River Railroad Company, which is controlled by Col. Wm. P. Thompson, of New York, the heirs of the late Charles N Pratt, Ex-Senator Camden and other Standard oil magnates, has made an offer for the purchase outright of the Newport News & Mississippi Valley railroad. The offer is in the neighborhood of \$3,000,000, and it is believed that the deal will be consummated at once. The Newport News & Mississippi Valley road extends from Huntington, W. Va., to Cincinnati and Louisville. The purchase will give the Ohio River a direct line from Pitteburg to Cincinn ati

For two years the Cincinnati, Hamilton & Dayton has had a block system in operation on its lines, and it has proven very satisfactory. Any road which has a decent equipment of telegraph offices and train-order signals can begin blocking at once, the only essential question being the ability of its telegraph operators to comprehend a simple code of rules. In the method of blocking on the C., H. & D. lines the only troublesome question is that of delays to trains in consequence of the long distance between stations. The Lake Shore and the Canada Southern have, for some years, had a plan of blocking trains which has prevented many a rear collision.

The earnings of the New York Central road for 1891 reach \$40,000,000, which is \$7,000,000 more than in 1889, and \$4,000,000 more than in 1890, yet its disbursements in dividends are very limited. In speaking of this the Buffalo Commercial says: "The policy which the Vanderbilts have adopted for a number of years of paying small divi-dends and carrying the surplus into perma-nent improvement is now seen to be the wisest course that could have been pursued It is on the same principle that makes bank stocks become more valuable to the holder when a considerble portion of earnings are carried to surplus account instead of being divided. There is but little doubt that this policy will prevail in railroad management more largely in the future than in the past. It will not only make individual properties more safe, but it will give a higher character to railroad property generally and make it, as it ought to be, the favorite investment for capitalists."

Speaking of passing employes over the road, a superintendent yesterday remark ed: On our road conductors are instructed to pass any conductor or engineer belonging on the division over which he runs without a pass, but firemen, baggagemen, brakemen and other trainmen and station agents must have a pass from the trainmaster on his division. This may seem strange," said the superintendent, "but there has to be some system about passing employes to prevent the company being imposed upon. The classes of trainmen last spoken of are hable, if given free transportation, to ride over the lines to the neglect of their duty: then it is necessary for the trainmaster to know where his men are, and if conductors were permitted to carry them without a trip pass it would often lead to trouble. It is not that the company is not willing to be generous in the matter of passes to its men, but conductors who may know every conductor and engineer on his division may not know one-half of the men in other

Indiana Republicans Should Be for Har-

branches of the service."

Logansport Journal. It may be safely asserted that half the State and national political battles have been won by the individuality of the candidates. Indiana Republicans were sure of Indiana when Morton was a candidate. Indiana has always responded to the magnetism of Hendricks's candidacy. Maine always went "hell bent" for Blaine, and New York and even Ohio have voted confidence in respective party leaders. The meaning of these facts is that a united and harmonious commendation in Indiana of the commendable administration of the President is worth several thousand votes to the Republicans of the State. Whether personal feelings, and they are in every instance personal, are to stand in the way of a success which is thus assured remains to be seen. Protestations of loyalty by the man who is fighting his own friends may satisfy a quickening conscience, but they will not make votes.

Judge Lindsay's Appointment,

New York Evening Post. President Harrisons's nomination of ludge Lindsay, of Kentucky, as one of the Interstate - commerce Commission, is remarkable for the fact that the announcement was a surprise to the appointee, mas-much as he had been in no sense an appheant for the office. His admirable fitness for the place is conceded by both parties, so that it was really a case where the offi ce sought the man.

Washington Post. One of the old and reliable signs of the approaching presidential campaign has finally made its appearance. The Chicago

Results in the Latter Bringing Suit to Be Released from the Sheriff's Bond. by purchase or lease, of more minor lines than has the Baltimore & Ohio in the last

> Considerable Ill Feeling Being Manifested-New Bond-Damage-Seeker Defeated-Citizens' Company Sued-New Suits.

Samuel A. Corbaley and Asa N. Parr yesterday brought suit in the Circuit Court to be released as bondsmen of Henry Langenberg. The suit gives prominence to breach between Corbaley and Sheriff Langenberg, resulting in the former being supplanted by Bud Swift. When Swift first learned that he had the appointment, the news was too good for him to keep, and he whispered it among his friends. It came to the Journal, and was first published there. Then Sheriff Langenberg, who had not spoken to Mr. Corbaley about the change, denied it to a Journal reporter, but Swift kept on insisting that it was true. Nothing was said to Mr. Corbaley until yesterday morning, when Langenberg brought Swift in and said that he [Swift] had been employed to take Corbaley's place, but told the latter he would give him four weeks longer to stay, in which Swift could learn the workings of the office. Mr. Corbaley refused to accept such treatment, saying that he had a contract to serve for two years in the position. The colloquy which followed grew somewhat tart on Corbaley's refusal to teach anybody the business, and finally ended by an abrupt discharge. Mr. Corbaley then demanded the money owed him by Langenberg, which, amounting to \$216, was paid. He then left the office, and Swift, who had been a restless listener to what was going on, was installed in his position. The appointment was made official in the afternoon. The place is worth \$30 a week.

The change has both a political and personal significance. The latter is rather the occasion of a move the sheriff, as a candidate for renomination, has felt it desirable to take for some time. He believes Swift has a great deal of influence, but in this he has few to share his confidence. A Journal reporter inquired among the Democrats about the court-house yesterday, and was invariably told that the move would brin Langenberg no strength, and at least three said that Langenberg is simply not in the race for the nomination. The move was accepted as an indication that Langenberg realizes his position. His Terre Haute ex-cursion, during which he defied the local constabulary, is not forgotten, even by

The personal dislike to Mr. Corbaley was first manifested after the Terre Haute incident. Mr. Corbaley besought friends of the sheriff to intercede with him and have him leave off drinking. This angered Langenberg very much, plainly as it was friendly and for his own good. Then came the escape of Lyons, a prisoner committed to a drunken deputy. The fact of escape was kept hid by the sheriff, even from the court, but was certain to come out in time. When, at last, it was published and censure passed, Langenberg grew wrathy and declared he would discharge the first— -deputy of his who gave the first thing to a reporter. In another instance Langenberg's anger was aroused because, when he was not attending to duty, Mr. Corbaley appointed some one other than Goose Eden to watch a prisoner in the Criminal Court room. The whole matter has been involved, too, with the discharge of Eden as night-watchman. The appointment of Swift was dictated by an assumption of expediency, and the removal of Corbaley was at the dictation of the Coy element. Sheriff Langenberg will file a new bond in the Circuit Court this morning. The sureties are John Hafner, John Fromheld and

Asa N. Parr. Seeker for Damages Defeated. Judge Brown yesterday decided the case of Thomas Scott against R. M. Smock and others for damages for false imprisonment. The case has been pending since 1890. The defendant, a justice of the peace, issued a warrant for the arrest of the plaintiff, on affidavit of his wife, alleging assault and battery. No process was issued, but on the next day the plaintiff appeared in court by attorney and pleaded guilty. The fine was stayed, but at the expiration of the limited time was not paid. Scott was thereupon arrested and held in the court-room four hours, when the fine was paid. The suit for false imprisonment was based on the technical ground that no process had been issued. Judge Brown decided that, in cases within the jurisdiction of the court, the injured party's recourse is on appeal, not collaterally in a suit for damages. Judgment was therefore entered for the defendants.

New Receiver of the Car-Works. Judge Taylor appeared in his court yesterday morning, but only long enough to appoint a successor to Matthew Henning. deceased, as receiver of the Indianapolis Car and Manufacturing Company. The appointee is Jesse A. Avery, clerk of Judge Taylor's court. He gave an approved bond of \$40,000. The hardest work in the settlement of the trust was performed by the ate receiver, but there yet remains much to be done. Mr. Avery, in the line of his duty, has acquired an insight into the affairs of the trust, and is qualified, it is believed, to conduct it to a sactisfactory

Suing The Citizens' Company. The suit of David Trissell against the Citizens' Street-railroad Company for \$5,000 damages is in progress before a jury in the Circuit Court. The ground of complaint is the injury resulting to the plaintiff in jumping on the wrong side of an electric car, on East Washington street, while in motion. The conductor, it is alleged, pushed him back from the car so that the plaintiff struck one of the poles and was seriously injured. The accident occurred

Making the Punishment Fit. John Shipman, the young man who gave Emmett Wilson a boost into Myer's cigar store, was yesterday found guilty of burglary by a jury, and was given six months in the work-house. Harry Gibson, for burglarizing George R. Wysong's house, Nov. 16, was sentenced to seven years' imprisonment. He stole jewelry valued at \$80. Thomas McNeroy, of West Indianapolis, was fined \$10 and costs for keeping a gaming-house.

Large Estate in Dispute, The suit of Charles T. Koller and others against Frederick W. Denke-Walter and others to quiet title, began yesterday in the Superior Court, No. 1, with John L. McMaster as special judge. There are three of the cases involving the Koller estate, and all were referred to Judge McMaster's adjudication in November last. The defendant's wife is one of the heirs of the estate in liti-

Dental College Row. Judge Brown yesterday overruled the demurrer of John N. Hurty and others, in the mandamus proceedings brought by the State on the part of George E. Hunt. The case must now be tried on its merits and the defendants must show cause for refus-ing to sell the plaintiff certain shares in the Indiana Dental College.

For Killing Her Husband, Bridget Sullivan began suit yesterday against the Big Four for \$10,000 damages for the killing of her husband in February, 1890, by a cut of cars, "shot" down upon the deceased, while at work. It is claimed the cut had no guard or brakeman to handle it.

The Court Record. SUPERIOR COURT. Hon. Napeleon B. Taylor, Judge.

Charles T. Koller et al. vs. Frederick W. Denke-Walter et al.; to quiet title. Room 2-Hon. James W. Harper, Judge. Grafton Johnson vs. Mattie A. Kinnick et al.; note. Dismissed by plaintiff.

Room 3-Hon. Lewis C. Walker, Judge. Sanford P. Hamilton vs. Caleb R. Johnson; note. Judgment for \$275. William Eaglesfield Company vs. Annie E. Wood; foreclosure on mechanic's hen.

New Suits Filed.

Loan Association vs. John L. Reardon et al.; foreclosure. Demand, \$2,300.

Bank of Commerce vs. Arthur Lawrence, jr.; note. Demand, \$100.

CIRCUIT COURT. Hop. Edgar A. Brown, Judge. Fred Fuehring et al. vs. Henry Reinken, er.; to foreclose street improvement lien. Demurrer to the complaint overruled. Defendant elects to stand by demurrer and declines to plead further. Judgment on demurrer and decree of foreclosure. Appeal prayed to Supreme Court and granted. State ex rei. George E. Hunt vs. John N. Hurty et al.; mandamus. Demurrer to alternative writ overruled. David Trissell vs. Citizens' Street-railroad Company; damages. Demand, \$5,000.

On trial by jury.

C. I. Fletcher vs. Louis A. Greiner, sr.'s,

Estate; claim. Allowed for \$70.

Ferdinand Pflum was declared a person of unsound mind by a jury.

Thomas Scott vs. Richard M. Smock et al.; damages for false imprisonment. Finding for detendants.

New Suits Filed.

Samuel B. Cerbaley and Asa N. Parr vs. Henry Langenberg; to be released from Bridget Sullivan, Executrix, vs. Cleve land, Cincinnati, Chicago & St. Louis Railroad Company; damages. Demand, \$10,000. CRIMINAL COURT. Hop. Millard F. Cox. Judge.

State vs. John Shipman; burglary. Ver-

dict of guilty and sentenced to six months in the work-house. State vs. Thomas McNervy; keeping a gaming house. Finding of guilty and fined \$10 and costs. State vs. Harry Gibson; burglary. Verdict of guilty and sentenced to seven years in the State prison. State vs. George Winfield; assault and

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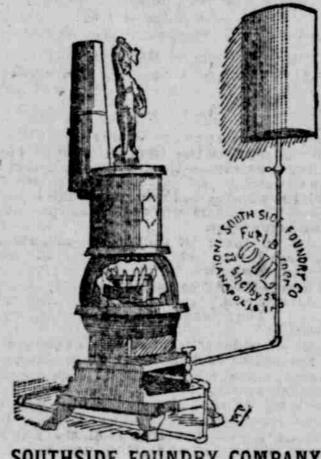
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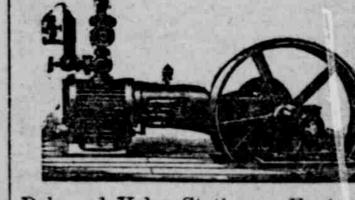
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